Virginia's
Urban Crescent

MEMBER JURISDICTIONS

ALEXANDRIA
ARLINGTON
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DUMFRIES
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FAIRFAX CITY
FAIRFAX COUNTY
FALLS CHURCH
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FREDERICKSBURG
GLOUCESTER
GOOCHLAND
GREENSVILLE
HAMPTON
HANOVER
HENRICO
HERNDON
HOPEWELL
ISLE OF WIGHT
JAMES CITY
KING GEORGE
LEESBURG
LOUDOUN
MANASSAS
MANASSAS PARK
NEW KENT
NEWPORT NEWS
NORFOLK
PETERSBURG
POQUOSON
PORTSMOUTH
PORT ROYAL
POWHATAN
PRINCE GEORGE
PRINCE WILLIAM
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RICHMOND
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SPOTSYLVANIA
STAFFORD
SUFFOLK
SURRY
SUSSEX
VIENNA
VIRGINIA BEACH
WILLIAMSBURG
WINDSOR
YORK

September 4, 2012

The Honorable Robert F. McDonnell
Governor
Commonwealth of Virginia

The Honorable William T. Bolling
Lieutenant Governor

The Honorable William J. Howell
Speaker of the Virginia House of Delegates

The Honorable Thomas K. Norment, Jr.
Majority Leader
Senate of Virginia

The Honorable Richard L. Saslaw
Minority Leader
Senate of Virginia

The Honorable M. Kirkland Cox
Majority Leader
Virginia House of Delegates

The Honorable David J. Toscano
Minority Leader
Virginia House of Delegates

Fredericksburg Area General Assembly Delegation
Hampton Roads General Assembly Delegation
Northern Virginia General Assembly Delegation
Petersburg Area General Assembly Delegation
Richmond Area General Assembly Delegation

Dear Governor McDonnell, Lieutenant Governor Bolling and Members of the Virginia General Assembly:

As local elected officials within the Urban Crescent, we appreciate your past efforts to address transportation funding. However, we have become increasingly alarmed by the transportation funding crisis currently facing the Commonwealth. We are writing to you to highlight the necessity for additional funding to address transportation infrastructure needs throughout our state.

On June 7, 2012, local elected officials from throughout the Crescent, which encompasses localities from Northern Virginia through the Richmond region to Hampton Roads, met to discuss these critical issues that affect the daily lives of all our residents. The consensus at the meeting was that Virginia's transportation system is significantly underfunded and the situation continues to deteriorate, as evidenced by some startling facts:

- State secondary and urban system construction funds have been eliminated.
- By 2017, no state funds will be available for highway construction, and the Commonwealth will be unable to fully match federal funds.
- Approximately 26 percent of VDOT-maintained roadways statewide are in poor condition, according to VDOT. However, that number is 34 percent for the Urban Crescent, including 39 percent in Northern Virginia, 36 percent in Hampton Roads and 31 percent in Richmond.

- Only 66 percent of Virginia's secondary roads currently meet pavement performance targets. The cost, using VDOT's estimates, of meeting VDOT's goal of 82 percent of secondary roads in fair or better condition could be $1.3 billion to $1.8 billion.
- As localities continue to address congestion by providing more transit options, transit funding provided by the Commonwealth is far short of what is needed.
- In the Richmond area, commuters waste 20 hours per year stuck in traffic.
- In Hampton Roads, commuters waste 34 hours, and in
- Northern Virginia, commuters waste 74 hours.
- The morning and evening rush hours in the Urban Crescent last as long as two and a half to seven hours each day.

While a strong transportation system is important to all regions of the Commonwealth, it is particularly critical to the Urban Crescent. Although the Urban Crescent only comprises 24 percent of the land area in Virginia, it comprises 68 percent of the population and generates 79 percent of the gross product of Virginia. We also experience some of the worst traffic in the nation, and the condition of our roads and bridges continues to decline.

Virginians from all walks of life depend on a strong transportation network – allowing residents to travel to job sites, educational institutions, leisure activities and other places they need to reach in daily life. An efficient transportation network links communities; sustains our important tourism industry; maintains Virginia's critical role as a hub of national security efforts; allows businesses to move goods and provide services; and spurs economic development by drawing new businesses and revenues to our state every year. The Urban Crescent's economic health is vital to the Commonwealth, and without new investments in multimodal transportation, each of our regions' economies will decline, resulting in less revenue available to meet the myriad of Virginia's needs. These repercussions are already beginning to be felt, as evidenced by the recent CNBC Rankings of "America's Top States for Business." In the study, which was released on July 13, 2012, the Commonwealth's overall ranking in state competitiveness dropped from #1 to #3, and its ranking for Infrastructure and Transportation dropped from #10 to #33.

Though various efforts have been made in recent years to address the Commonwealth's transportation needs, adequate and sustainable solutions have not been achieved. We believe that the time for action is now, and that inaction is a "traffic tax" on our localities, our residents, our visitors, and our businesses, through decreased productivity, diminished quality of life, higher fuel costs, higher maintenance costs, and increased pollution. In that regard, we have endorsed the attached "Statement of Purpose," which asserts the need for further state investment in transportation infrastructure spending for all transportation modes. It is essential that this new investment come from stable, reliable, permanent, and balanced sources.

We welcome the opportunity to discuss our concerns with you and to assist you with the development of a solution. We look forward to your leadership on this issue. We understand that our representatives cannot solve this problem alone, and it is our intention to engage our business communities and residents in support of this effort. It is our hope that, with all of us working together, we can come to a solution that truly addresses our transportation needs.

Sincerely,

The Mayors and Chairs
of Virginia's Urban Crescent

Attachment – Statement of Purpose

Nader Baroukh, Mayor, City of Falls Church

Sharon Bulova, Chair, Fairfax County

James H. Burrell, Chairman, New Kent County

Alan E. Casteen, Chairman, Isle of Wight County

Ned S. Creasey, Chairman, Goochland County

William D. Euille, Mayor, City of Alexandria

Gerald M. Foreman, Mayor, City of Dumfries

Paul D. Fraim, Mayor, City of Norfolk

Richard W. Glover, Chairman, Henrico County

Mary Katherine Greenlaw, Mayor City of Fredericksburg

Clyde A. Haulman, Mayor, City of Williamsburg

W. Eugene Hunt, Mayor, City of Poquoson

Mary Hughes Hynes, Chair, Arlington County

Linda T. Johnson, Mayor, City of Suffolk

Dwight C. Jones, Mayor, City of Richmond

Frank Jones, Mayor, City of Manassas Park

Mary K. Jones, Chair, James City County

Alan P. Krasnoff, Mayor, City of Chesapeake

Robert W. Lazaro, Mayor, Town of Purcellville

Judy S. Lyttle, Chair, Surry County

Lisa C. Merkel, Mayor, Town of Herndon

Harry J. Parrish, II, Mayor, City of Manassas

McKinley L. Price, Mayor, City of Newport News

Faye O. Prichard, Mayor, Town of Ashland

Carita J. Richardson, Mayor, Town of Windsor

M. Jane Seeman, Mayor, Town of Vienna

William D. Sessoms, Mayor, City of Virginia Beach

Kristen C. Umstattd, Mayor, Town of Leesburg

Thomas G. Shepperd, Chairman, York County

G. Ed Via, III, Chairman, Hanover County

R. Scott Silverthorne, Mayor, City of Fairfax

Molly J. Ward, Mayor, City of Hampton

Gilbert A. Smith, Chairman, Charles City County

Kenneth L. Wright, Mayor, City of Portsmouth

Corey A. Stewart, Chairman, Prince William County

Scott K. York, Chairman, Loudoun County

Carter M. Borden, Chairman, Gloucester County

T. Carter Williams, Town of Smithfield

STATEMENT OF PURPOSE

- A modern, efficient multimodal transportation system is essential to the Commonwealth, and is intrinsically tied to continued economic development, growth, job creation and the ability to compete in a global economy. Continued inaction, or a piecemeal approach, to the issue of transportation funding imposes an additional tax on our residents, families and businesses, through decreased productivity, diminished quality of life, higher fuel costs, higher vehicle maintenance costs and increased pollution and a lowered attraction to tourists and business leaders.

- Current state transportation revenues are vastly insufficient to maintain and build the multimodal infrastructure Virginia needs to remain an active and dynamic participant in a 21st Century economy. The gap identified between transportation needs and available revenues continues to widen dramatically each year.

- Transportation is fundamentally a state responsibility. As such, the Commonwealth must lead the efforts to provide more revenue for our transportation infrastructure.

- The Commonwealth of Virginia is facing a transportation funding crisis that must be addressed. Virginia needs real transportation solutions that provide significant increases in state transportation funding for all modes from new stable, reliable, permanent, and balanced source(s).

- Individual representatives from the Urban Crescent cannot solve this crisis alone. We, the mayors and chairs of the Urban Crescent, support the General Assembly and encourage our elected state leaders to take bold action to address this crisis.

Distribution:

Fredericksburg Area General Assembly Delegation

The Honorable Mark Cole, Delegate
The Honorable John A. Cox, Delegate
The Honorable Mark Dudenhefer, Delegate
The Honorable Peter Farrell, Delegate
The Honorable William J. Howell, Delegate
The Honorable Ryan T. McDougle, Senator
The Honorable Robert D. Orrock Sr., Delegate
The Honorable Margaret B. Ransone, Delegate
The Honorable Bryce Reeves, Senator
The Honorable Richard H. Stuart, Senator
The Honorable Linda Toddy-Puller, Senator

Hampton Roads General Assembly Delegation

The Honorable Kenneth C. Alexander, Delegate
The Honorable Mamye E. BaCote, Delegate
The Honorable Harry B. Blevins, Senator
The Honorable John A. Cosgrove, Delegate
The Honorable Gordon C. Helsel, Jr., Delegate
The Honorable Keith Hodges, Delegate
The Honorable Algie T. Howell, Jr., Delegate
The Honorable Salvatore R. Iaquinto, Delegate
The Honorable Matthew James, Delegate
The Honorable Johnny S. Joannou, Delegate
The Honorable Chris Jones, Delegate
The Honorable Barry Knight, Delegate
The Honorable Lynwood W. Lewis, Jr., Delegate
The Honorable Mamie E. Locke, Senator
The Honorable L. Louise Lucas, Senator
The Honorable Jeffrey L. McWaters, Senator
The Honorable John C. Miller, Senator
The Honorable Rick Morris, Delegate
The Honorable Thomas K. Norment, Jr., Senator
The Honorable Ralph S. Northam, Senator
The Honorable Brenda L. Pogge, Delegate
The Honorable Harry R. Purkey, Delegate
The Honorable Lionell Spruill, Sr., Delegate
The Honorable Christopher Stolle, Delegate
The Honorable Robert Tata, Delegate
The Honorable Roslyn C. Tyler, Delegate
The Honorable Ronald A. Villanueva, Delegate
The Honorable Frank W. Wagner, Senator
The Honorable Jeion A. Ward, Delegate
The Honorable Mike Watson, Delegate
The Honorable David E. Yancey, Delegate

Northern Virginia General Assembly Delegation

The Honorable David B. Albo, Delegate
The Honorable Richard L. Anderson, Delegate
The Honorable George L. Barker, Senator
The Honorable Richard H. Black, Senator
The Honorable Robert H. Brink, Delegate
The Honorable David L. Bulova, Delegate
The Honorable Charles J. Colgan, Senator
The Honorable Barbara J. Comstock, Delegate
The Honorable Mark Dudenhefer, Delegate
The Honorable Adam P. Ebbin, Senator
The Honorable David L. Englin, Delegate
The Honorable Barbara A. Favola, Senator
The Honorable Eileen Filler-Corn, Delegate
The Honorable Thomas A. Greason, Delegate
The Honorable Charniele L. Herring, Delegate
The Honorable Mark R. Herring, Senator
The Honorable Patrick A. Hope, Delegate
The Honorable Janet D. Howell, Senator
The Honorable Timothy D. Hugo, Delegate
The Honorable Mark L. Keam, Delegate
The Honorable Kaye Kory, Delegate
The Honorable James M. LeMunyon, Delegate
The Honorable L. Scott Lingamfelter, Delegate
The Honorable Alfonso H. Lopez, Delegate
The Honorable David W. Marsden, Senator
The Honorable Robert G. Marshall, Delegate
The Honorable Joe T. May, Delegate
The Honorable Jackson H. Miller, Delegate
The Honorable J. Randall Minchew, Delegate
The Honorable Chap Peterson, Senator
The Honorable Kenneth R. Plum, Delegate
The Honorable David I. Ramadan, Delegate
The Honorable Thomas Davis Rust, Delegate
The Honorable Richard L. Saslaw, Senator
The Honorable James M. Scott, Delegate
The Honorable Mark D. Sickles, Delegate
The Honorable Scott A. Surovell, Delegate
The Honorable Luke E. Torian, Delegate
The Honorable Jill Holtzman Vogel, Senator
The Honorable Vivian E. Watts, Delegate

Petersburg Area General Assembly Delegation

The Honorable Betsy B. Carr, Delegate
The Honorable M. Kirkland Cox, Delegate
The Honorable Rosalyn R. Dance, Delegate
The Honorable Riley E. Ingram, Delegate
The Honorable G.M. Manoli Loupassi, Delegate
The Honorable L. Louise Lucas, Senator
The Honorable Henry L. Marsh III, Senator
The Honorable Stephen H. Martin, Senator
The Honorable A. Donald McEachin, Senator
The Honorable Delores L. McQuinn, Delegate
The Honorable Rick Morris, Delegate
The Honorable Joseph D. Morrissey, Delegate
The Honorable Thomas K. Norment, Jr., Senator
The Honorable Roxann L. Robinson, Delegate
The Honorable Frank M. Ruff, Jr., Senator
The Honorable Roslyn C. Tyler, Delegate
The Honorable R. Lee Ware Jr., Delegate
The Honorable John C. Watkins, Senator

Richmond Area General Assembly Delegation

The Honorable Betsy B. Carr, Delegate
The Honorable M. Kirkland Cox, Delegate
The Honorable Rosalyn R. Dance, Delegate
The Honorable Peter Farrell, Delegate
The Honorable Thomas A. Garrett, Jr., Senator
The Honorable Riley E. Ingram, Delegate
The Honorable G.M Manoli Loupassi, Delegate
The Honorable Henry L. Marsh III, Senator
The Honorable Stephen H. Martin, Senator
The Honorable James P. Massie, Delegate
The Honorable Jennifer L. McClellan, Delegate
The Honorable Ryan T. McDougle, Senator
The Honorable A. Donald McEachin, Senator
The Honorable Delores L. McQuinn, Delegate
The Honorable Joseph D. Morrissey, Delegate
The Honorable John M. O'Bannon III, Delegate
The Honorable Christopher Peace, Delegate
The Honorable Margaret B. Ransone, Delegate
The Honorable Roxann L. Robinson, Delegate
The Honorable Walter A. Stosch, Senator
The Honorable R. Lee Ware, Jr., Delegate
The Honorable John C. Watkins, Senator

Virginia's Urban Crescent Summit

June 7, 2012
10:30 am to 2:00 pm

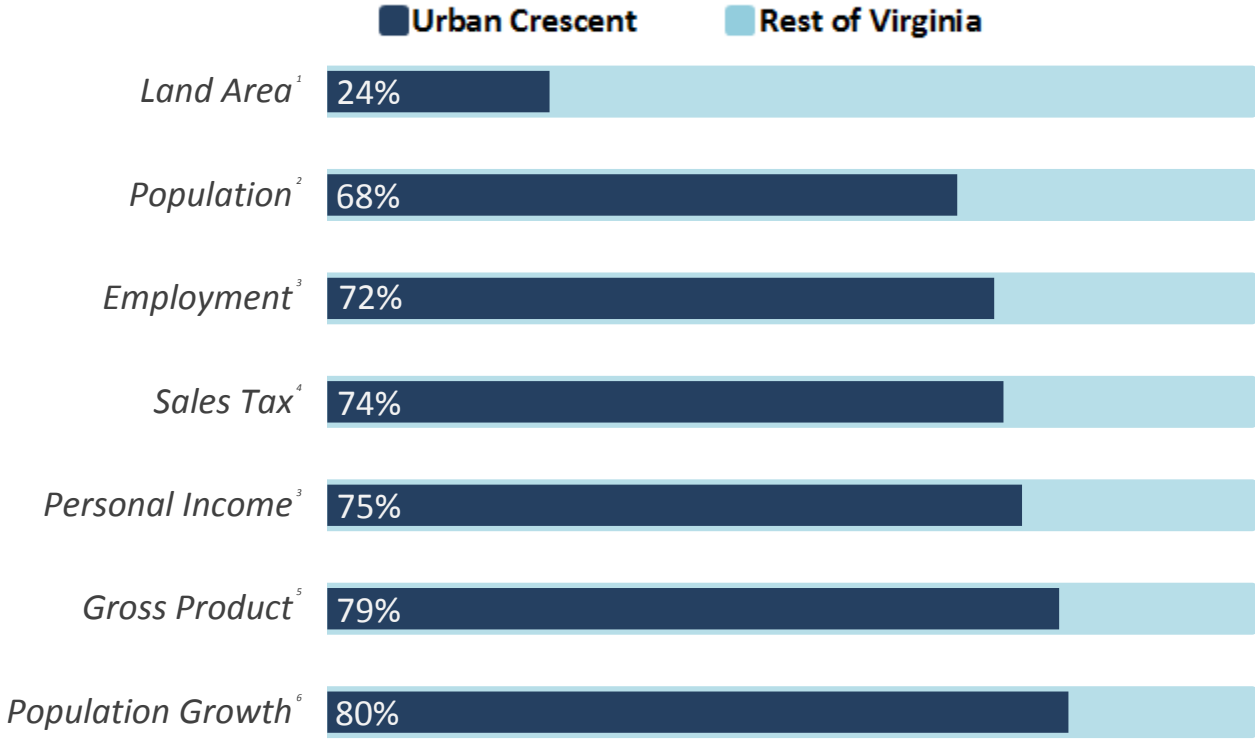
Henrico Training Center
7701 E. Parham Road
Henrico, VA 23294

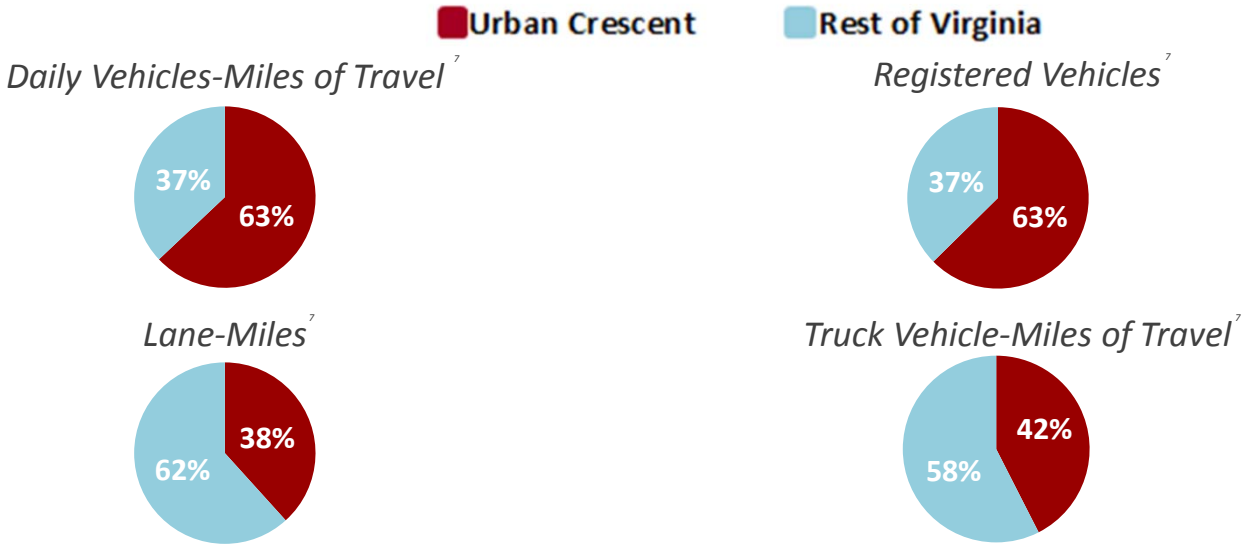
Updated September 4, 2012

Virginia's Urban Crescent

Recognizing the crisis Virginia faces as it relates to transportation, 46 localities have organized to work together to effectively influence the General Assembly to address the Commonwealth's well-documented transportation needs.

Why the Urban Crescent Matters





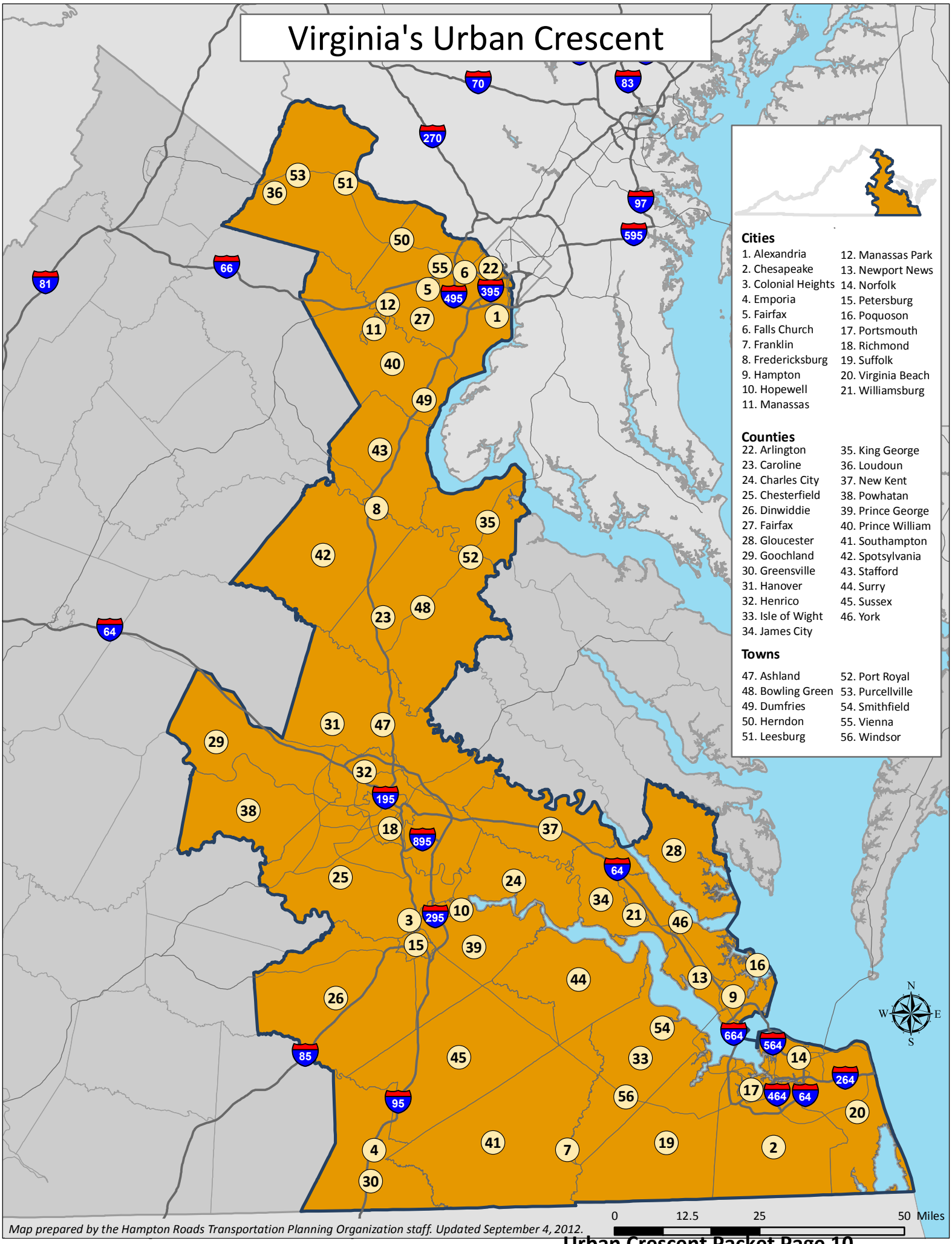
Transportation Funding Crisis

The Commonwealth of Virginia is unable to fully meet its transportation needs. The state has projected that by 2017, VDOT will not be able to fully fund its highway maintenance and operating program nor fully match federal funding. In addition, it is projected that there will be no state transportation revenue for new state highway construction.

Data Notes and Sources:
1. Virginia Information Technology Center.
2. Weldon Cooper Center, 2011 Estimates.
3. Bureau of Economic Analysis, 2010 Data.
4. Virginia Department of Taxation, 1% Local Option Data for 2011.
5. Minnesota IMPLAN Group, Inc., 2008 Data.
6. Weldon Cooper Center and U.S. Census Bureau, Growth from 2000 to 2011.
7. Virginia Department of Transportation, Virginia Department of Vehicles. Data reflects most up-to-date data available.

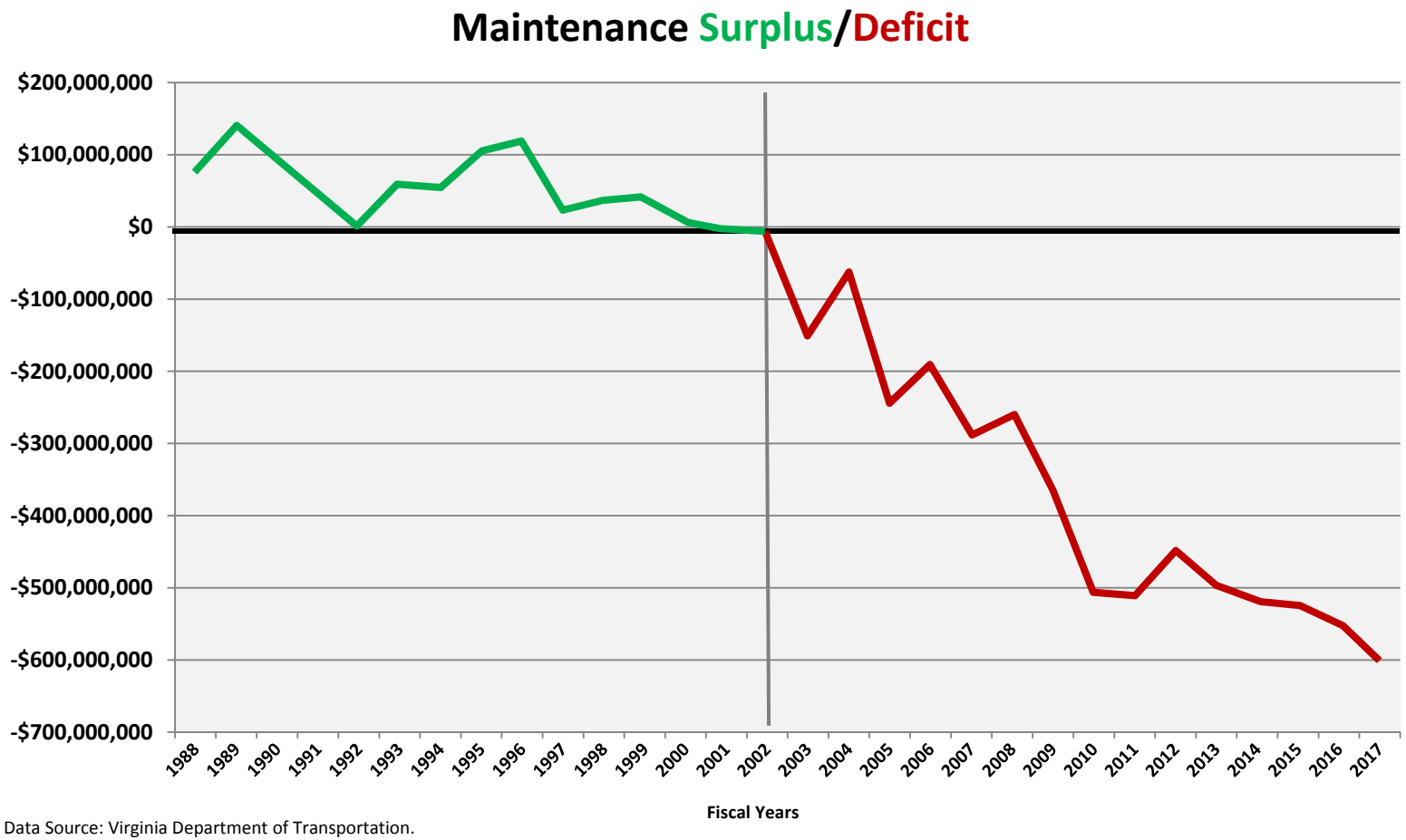
Prepared by the Hampton Roads Planning District Commission staff.

Virginia's Urban Crescent



Map prepared by the Hampton Roads Transportation Planning Organization staff. Updated September 4, 2012.

Transportation Funding Dilemma



Data Source: Virginia Department of Transportation.

Transportation Funding Crisis

2017: State runs out of transportation revenue

- No state construction funds available
- Unable to fully match federal funds
- Insufficient funds to maintain existing transportation system

	Land Area	Population	Employment	Sales Tax	Personal Income	Gross Product	Population Growth	Daily Vehicles-Miles of Travel	Lane-Miles	Registered Vehicles	Truck Vehicle-Miles of Travel
	sq.mi.	*2011*	*2010*	*1% Local Option*	*2010 (000)*	*2008*	*2011 vs 2000*				
Crater region	**1,880.9**	**174,231**	**90,375**	**$ 18,696,848**	**$ 5,904,505**	**$ 7,944,223,836**	**7,102**	**6,988,303**	**5,921**	**171,836**	**679,636**
Colonial Heights	7.5	17,556	*	$ 6,752,243	*	$ 580,142,019	659	600,898	193	18,514	31,871
Dinwiddie County	503.7	28,018	*	$ 1,286,495	*	$ 948,828,909	3,485	1,334,739	1,457	33,312	141,667
Emporia	6.9	5,946	*	$ 1,446,037	*	$ 233,186,232	281	204,381	83	4,970	22,616
Greensville County	295.2	12,131	*	$ 484,696	*	$ 375,412,725	571	822,257	748	10,105	112,337
Hopewell	10.3	22,779	*	$ 1,829,879	*	$ 908,622,020	502	353,382	280	19,609	25,037
Petersburg	22.9	32,948	*	$ 3,643,101	*	$ 1,269,659,852	(792)	1,022,318	396	25,668	65,824
Prince George County	265.2	35,828	*	$ 1,946,290	*	$ 1,973,931,050	2,704	1,473,617	929	37,562	144,015
Surry County	279.0	6,968	3,161	$ 484,986	$ 240,993	$ 1,368,079,257	139	165,278	604	9,801	8,016
Sussex County	490.2	12,056	4,442	$ 823,119	$ 341,400	$ 286,361,772	(448)	1,011,433	1,232	12,295	128,253
Colonial Heights, Dinwiddie, Petersburg	-	-	38,810	$ -	$ 2,829,028	$ -	-	-	-	-	-
Hopewell, Prince George	-	-	34,217	$ -	$ 2,070,810	$ -	-	-		-	-
Emporia, Greensville	-	-	9,745	$ -	$ 422,274	$ -	-	-	-	-	-
Golden Crescent Total	**9,303.3**	**5,474,948**	**3,409,683**	**$ 757,774,210**	**$ 267,347,074**	**$ 321,659,302,468**	**817,118**	**141,688,262**	**59,476**	**4,786,138**	**5,301,754**
Statewide Total	**39,490.1**	**8,096,604**	**4,764,806**	**$ 1,027,923,820**	**$ 355,193,045**	**$ 405,619,448,086**	**1,018,089**	**225,069,795**	**155,276**	**7,643,929**	**12,475,311**

* The Bureau of Economic Analysis reports data for several localities in combinations to avoid violating non-disclosure agreements with businesses located in select jurisdictions.

Data Notes and Sources:

Land Area: U.S. Census Bureau, 2010. Land area is defined by the U.S. Census Bureau as the size, in square units (metric and nonmetric) of all areas designated as land in the Census Bureau's national geographic (TIGER®) database.

Population: Weldon Cooper Center, 2011 Estimates.

Employment, Personal Income: Bureau of Economic Analysis, 2010 Data.

Sales Tax: Virginia Department of Taxation, 1% Local Option Data for 2011.

Gross Product: Minnesota IMPLAN Group, Inc., 2008 Data.

Population Growth: Weldon Cooper Center and U.S. Census Bureau, Growth from 2000 to 2011.

Daily Vehicles, Lane-Miles, Registered Vehicles, Truck Vehicle: Virginia Department of Transportation, Virginia Department of Vehicles. Data reflects most up-to-date data available.

	Land Area *sq.mi.*	Population *2011*	Employment *2010*	Sales Tax *1% Local Option*	Personal Income *2010 (000)*	Gross Product *2008*	Population Growth *2011 vs 2000*	Daily Vehicles-Miles of Travel	Lane-Miles	Registered Vehicles	Truck Vehicle-Miles of Travel
George Washington region	**1,388.1**	**332,705**	**149,325**	**$ 38,759,160**	**$ 12,998,549**	**$ 10,251,698,826**	**91,661**	**11,742,005**	**5,363**	**333,925**	**852,033**
Caroline County	527.5	28,826	10,413	$ 1,617,864	$ 989,854	$ 575,939,698	6,705	2,350,059	1,339	32,664	251,000
Fredericksburg	10.4	25,484	*	$ 10,132,929	*	$ 2,073,520,910	6,205	950,878	191	22,121	72,055
King George County	179.6	23,333	16,061	$ 1,564,404	$ 930,059	$ 1,427,512,857	6,530	837,017	577	28,341	33,552
Spotsylvania County	401.5	123,997	*	$ 14,776,759	*	$ 2,536,872,037	33,602	3,503,360	1,796	132,108	223,930
Stafford County	269.0	131,067	47,148	$ 10,667,203	$ 5,276,196	$ 3,637,853,324	38,621	4,100,692	1,461	118,691	271,496
Fredericksburg, Spotsylvania	-	-	75,703	$ -	$ 5,802,440	$ -	-	-	-	-	-
Golden Crescent Total	**9,303.3**	**5,474,948**	**3,409,683**	**$ 757,774,210**	**$ 267,347,074**	**$ 321,659,302,468**	**817,118**	**141,688,262**	**59,476**	**4,786,138**	**5,301,754**
Statewide Total	**39,490.1**	**8,096,604**	**4,764,806**	**$ 1,027,923,820**	**$ 355,193,045**	**$ 405,619,448,086**	**1,018,089**	**225,069,795**	**155,276**	**7,643,929**	**12,475,311**

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	Land Area *sq.mi.*	Population *2011*	Employment *2010*	Sales Tax *1% Local Option*	Personal Income *2010* *(000)*	Gross Product *2008*	Population Growth *2011 vs 2000*	Daily Vehicles-Miles of Travel	Lane-Miles	Registered Vehicles	Truck Vehicle-Miles of Travel
Hampton Roads region	**2,610.2**	**1,672,769**	**990,928**	**$ 194,809,911**	**$ 66,626,517**	**$ 79,770,380,636**	**104,250**	**40,721,986**	**18,553**	**1,474,222**	**1,166,973**
Chesapeake	340.8	225,898	122,265	$ 32,892,747	$ 9,103,186	$ 7,857,583,062	26,714	6,207,764	2,494	212,261	194,043
Franklin	8.2	8,680	*	$ 1,607,366	*	$ 254,929,111	334	98,439	111	7,310	781
Gloucester County	217.8	36,987	14,421	$ 3,659,591	$ 1,379,324	$ 727,355,507	2,207	1,047,214	811	48,210	20,608
Hampton	51.4	137,372	77,429	$ 13,949,712	$ 5,311,551	$ 6,703,030,552	(9,065)	3,785,164	1,187	116,123	77,767
Isle of Wight County	315.6	35,457	15,347	$ 2,485,290	$ 1,437,007	$ 964,750,266	5,729	1,200,791	1,221	43,440	53,399
James City County	142.4	68,874	*	$ 9,188,972	*	$ 2,959,957,176	20,772	1,797,719	864	61,900	68,268
Newport News	68.7	181,027	115,265	$ 21,222,202	$ 5,946,073	$ 8,856,259,754	330	4,341,340	1,280	155,787	101,383
Norfolk	54.1	243,985	210,037	$ 28,870,237	$ 8,700,125	$ 23,313,634,420	9,582	5,877,131	1,836	174,081	121,366
Poquoson	15.3	12,240	*	$ 530,591	*	$ 160,713,095	674	120,690	111	14,445	832
Portsmouth	33.7	96,368	57,414	$ 6,587,182	$ 3,515,478	$ 3,887,867,142	(4,197)	1,705,448	935	74,776	40,500
Southampton County	599.2	18,714	*	$ 545,993	*	$ 402,286,810	1,232	992,821	1,632	22,271	108,453
Suffolk	400.2	85,692	33,914	$ 7,677,112	$ 3,125,659	$ 2,241,815,562	22,015	2,977,389	1,607	82,174	186,509
Virginia Beach	249.0	441,246	240,070	$ 52,385,579	$ 19,697,709	$ 18,029,718,492	15,989	8,139,622	3,510	382,853	119,475
Williamsburg	9.0	14,256	*	$ 4,023,099	*	$ 1,094,441,897	2,258	265,468	113	14,780	2,747
York County	104.8	65,973	*	$ 9,184,237	*	$ 2,316,037,790	9,676	2,164,987	841	63,811	70,843
James City, Williamsburg	-	-	56,906	$ -	$ 4,037,513	$ -	-	-	-	-	-
Franklin, Southampton	-	-	11,636	$ -	$ 855,033	$ -	-	-	-	-	-
Poquoson, York	-	-	36,224	$ -	$ 3,517,859	$ -	-	-	-	-	-
Golden Crescent Total	**9,303.3**	**5,474,948**	**3,409,683**	**$ 757,774,210**	**$ 267,347,074**	**$ 321,659,302,468**	**817,118**	**141,688,262**	**59,476**	**4,786,138**	**5,301,754**
Statewide Total	**39,490.1**	**8,096,604**	**4,764,806**	**$ 1,027,923,820**	**$ 355,193,045**	**$ 405,619,448,086**	**1,018,089**	**225,069,795**	**155,276**	**7,643,929**	**12,475,311**

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Population Growth: Weldon Cooper Center and U.S. Census Bureau, Growth from 2000 to 2011.

Daily Vehicles, Lane-Miles, Registered Vehicles, Truck Vehicle: Virginia Department of Transportation, Virginia Department of Vehicles. Data reflects most up-to-date data available.

	Land Area *sq.mi.*	Population *2011*	Employment *2010*	Sales Tax *1% Local Option*	Personal Income *2010* *(000)*	Gross Product *2008*	Population Growth *2011 vs 2000*	Daily Vehicles-Miles of Travel	Lane-Miles	Registered Vehicles	Truck Vehicle-Miles of Travel
Northern Virginia region	**1,304.6**	**2,281,760**	**1,537,884**	**$ 358,236,955**	**$ 138,883,397**	**$ 166,792,388,965**	**466,563**	**51,873,454**	**15,124**	**1,839,606**	**1,258,698**
Alexandria	15.0	143,464	118,196	$ 24,246,984	$ 10,758,922	$ 13,951,143,538	15,181	2,172,003	522	115,968	27,003
Arlington County	26.0	214,373	210,534	$ 37,866,969	$ 16,736,378	$ 28,336,650,907	24,920	4,423,465	1,060	142,522	41,635
Fairfax	6.2	22,866	*	$ 10,442,763	*	$ 2,620,234,349	1,368	525,612	172	23,540	6,365
Fairfax County	391.0	1,096,023	*	$ 162,864,148	*	$ 91,265,090,313	126,274	27,752,406	7,098	882,274	628,468
Falls Church	2.0	12,567	*	$ 3,979,648	*	$ 1,922,110,102	2,190	154,940	72	14,647	1,897
Loudoun County	515.6	324,337	179,731	$ 59,387,956	$ 16,737,927	$ 15,768,253,965	154,738	6,911,522	2,907	269,787	145,853
Manassas	9.9	39,060	*	$ 7,319,391	*	$ 2,363,782,710	3,925	684,198	253	33,802	16,118
Manassas Park	2.5	14,540	*	$ 1,439,132	*	$ 300,628,906	4,250	66,753	54	12,212	962
Prince William County	336.4	414,531	*	$ 50,689,965	*	$ 10,264,494,175	133,718	9,182,556	2,988	344,854	390,395
Fairfax, Fairfax County, Falls Church	-	-	841,918	$ -	$ 74,750,721	$ -	-	-	-	-	-
Manassas, Manassas Park, Prince William	-	-	187,505	$ -	$ 19,899,449	$ -	-	-	-	-	-
Golden Crescent Total	**9,303.3**	**5,474,948**	**3,409,683**	**$ 757,774,210**	**$ 267,347,074**	**$ 321,659,302,468**	**817,118**	**141,688,262**	**59,476**	**4,786,138**	**5,301,754**
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	Land Area	Population	Employment	Sales Tax	Personal Income	Gross Product	Population Growth	Daily Vehicles-Miles of Travel	Lane-Miles	Registered Vehicles	Truck Vehicle-Miles of Travel
	sq.mi.	*2011*	*2010*	*1% Local Option*	*2010 (000)*	*2008*	*2011 vs 2000*				
Richmond region	**2,119.5**	**1,013,483**	**641,171**	**$ 147,271,337**	**$ 42,934,106**	**$ 56,900,610,205**	**147,542**	**30,362,513**	**14,516**	**966,549**	**1,344,413**
Charles City County	182.8	7,290	2,492	$ 463,918	$ 237,057	$ 149,029,958	364	173,957	366	11,567	12,773
Chesterfield County	423.3	319,641	166,496	$ 40,254,411	$ 13,283,489	$ 11,944,849,878	59,738	8,436,913	4,155	313,263	297,483
Goochland County	281.4	21,753	19,558	$ 2,131,071	$ 1,340,690	$ 1,633,546,433	4,890	1,634,936	994	28,833	108,345
Hanover County	468.5	100,704	58,852	$ 16,489,642	$ 4,409,466	$ 3,787,150,328	14,384	4,420,639	2,193	125,333	310,474
Henrico County	233.7	310,742	208,968	$ 56,884,087	$ 13,265,139	$ 18,602,504,723	48,442	8,260,273	3,481	277,808	307,292
New Kent County	209.7	18,827	5,595	$ 1,066,988	$ 652,156	$ 297,349,518	5,365	1,633,614	707	25,179	121,421
Powhatan County	260.2	28,290	10,199	$ 1,055,161	$ 1,163,825	$ 532,723,320	5,913	796,635	759	35,343	30,013
Richmond	59.8	206,238	169,011	$ 28,926,058	$ 8,582,284	$ 19,953,456,047	8,448	5,005,545	1,860	149,223	156,613
Golden Crescent Total	**9,303.3**	**5,474,948**	**3,409,683**	**$ 757,774,210**	**$ 267,347,074**	**$ 321,659,302,468**	**817117.707**	**141,688,262**	**59,476**	**4,786,138**	**5,301,754**
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	Land Area	Population	Employment	Sales Tax	Personal Income	Gross Product	Population Growth	Daily Vehicles-Miles of Travel	Lane-Miles	Registered Vehicles	Truck Vehicle-Miles of Travel
	sq.mi.	*2011*	*2010*	*1% Local Option*	*2010 (000)*	*2008*	*2011 vs 2000*				
Crater region	**1,880.9**	**174,231**	**90,375**	**$ 18,696,848**	**$ 5,904,505**	**$ 7,944,223,836**	**7,102**	**6,988,303**	**5,921**	**171,836**	**679,636**
Colonial Heights	7.5	17,556	*	$ 6,752,243	*	$ 580,142,019	659	600,898	193	18,514	31,871
Dinwiddie County	503.7	28,018	*	$ 1,286,495	*	$ 948,828,909	3,485	1,334,739	1,457	33,312	141,667
Emporia	6.9	5,946	*	$ 1,446,037	*	$ 233,186,232	281	204,381	83	4,970	22,616
Greensville County	295.2	12,131	*	$ 484,696	*	$ 375,412,725	571	822,257	748	10,105	112,337
Hopewell	10.3	22,779	*	$ 1,829,879	*	$ 908,622,020	502	353,382	280	19,609	25,037
Petersburg	22.9	32,948	*	$ 3,643,101	*	$ 1,269,659,852	(792)	1,022,318	396	25,668	65,824
Prince George County	265.2	35,828	*	$ 1,946,290	*	$ 1,973,931,050	2,704	1,473,617	929	37,562	144,015
Surry County	279.0	6,968	3,161	$ 484,986	$ 240,993	$ 1,368,079,257	139	165,278	604	9,801	8,016
Sussex County	490.2	12,056	4,442	$ 823,119	$ 341,400	$ 286,361,772	(448)	1,011,433	1,232	12,295	128,253
Colonial Heights, Dinwiddie, Petersburg	-	-	38,810	$ -	$ 2,829,028	$ -	-	-	-	-	-
Hopewell, Prince George	-	-	34,217	$ -	$ 2,070,810	$ -	-	-	-	-	-
Emporia, Greensville	-	-	9,745	$ -	$ 422,274	$ -	-	-	-	-	-
George Washington region	**1,388.1**	**332,705**	**149,325**	**$ 38,759,160**	**$ 12,998,549**	**$ 10,251,698,826**	**91,661**	**11,742,005**	**5,363**	**333,925**	**852,033**
Caroline County	527.5	28,826	10,413	$ 1,617,864	$ 989,854	$ 575,939,698	6,705	2,350,059	1,339	32,664	251,000
Fredericksburg	10.4	25,484	*	$ 10,132,929	*	$ 2,073,520,910	6,205	950,878	191	22,121	72,055
King George County	179.6	23,333	16,061	$ 1,564,404	$ 930,059	$ 1,427,512,857	6,530	837,017	577	28,341	33,552
Spotsylvania County	401.5	123,997	*	$ 14,776,759	*	$ 2,536,872,037	33,602	3,503,360	1,796	132,108	223,930
Stafford County	269.0	131,067	47,148	$ 10,667,203	$ 5,276,196	$ 3,637,853,324	38,621	4,100,692	1,461	118,691	271,496
Fredericksburg, Spotsylvania	-	-	75,703	-	$ 5,802,440	-	-	-	-	-	-
Hampton Roads region	**2,610.2**	**1,672,769**	**990,928**	**$ 194,809,911**	**$ 66,626,517**	**$ 79,770,380,636**	**104,250**	**40,721,986**	**18,553**	**1,474,222**	**1,166,973**
Chesapeake	340.8	225,898	122,265	$ 32,892,747	$ 9,103,186	$ 7,857,583,062	26,714	6,207,764	2,494	212,261	194,043
Franklin	8.2	8,680	*	$ 1,607,366	*	$ 254,929,111	334	98,439	111	7,310	781
Gloucester County	217.8	36,987	14,421	$ 3,659,591	$ 1,379,324	$ 727,355,507	2,207	1,047,214	811	48,210	20,608
Hampton	51.4	137,372	77,429	$ 13,949,712	$ 5,311,551	$ 6,703,030,552	(9,065)	3,785,164	1,187	116,123	77,767
Isle of Wight County	315.6	35,457	15,347	$ 2,485,290	$ 1,437,007	$ 964,750,266	5,729	1,200,791	1,221	43,440	53,399
James City County	142.4	68,874	*	$ 9,188,972	*	$ 2,959,957,176	20,772	1,797,719	864	61,900	68,268
Newport News	68.7	181,027	115,265	$ 21,222,202	$ 5,946,073	$ 8,856,259,754	330	4,341,340	1,280	155,787	101,383
Norfolk	54.1	243,985	210,037	$ 28,870,237	$ 8,700,125	$ 23,313,634,420	9,582	5,877,131	1,836	174,081	121,366
Poquoson	15.3	12,240	*	$ 530,591	*	$ 160,713,095	674	120,690	111	14,445	832
Portsmouth	33.7	96,368	57,414	$ 6,587,182	$ 3,515,478	$ 3,887,867,142	(4,197)	1,705,448	935	74,776	40,500
Southampton County	599.2	18,714	*	$ 545,993	*	$ 402,286,810	1,232	992,821	1,632	22,271	108,453
Suffolk	400.2	85,692	33,914	$ 7,677,112	$ 3,125,659	$ 2,241,815,562	22,015	2,977,389	1,607	82,174	186,509
Virginia Beach	249.0	441,246	240,070	$ 52,385,579	$ 19,697,709	$ 18,029,718,492	15,989	8,139,622	3,510	382,853	119,475
Williamsburg	9.0	14,256	*	$ 4,023,099	*	$ 1,094,441,897	2,258	265,468	113	14,780	2,747
York County	104.8	65,973	*	$ 9,184,237	*	$ 2,316,037,790	9,676	2,164,987	841	63,811	70,843
James City, Williamsburg	-	-	56,906	-	$ 4,037,513	-	-	-	-	-	-
Franklin, Southampton	-	-	11,636	-	$ 855,033	-	-	-	-	-	-
Poquoson, York	-	-	36,224	-	$ 3,517,859	-	-	-	-	-	-
Northern Virginia region	**1,304.6**	**2,281,760**	**1,537,884**	**$ 358,236,955**	**$ 138,883,397**	**$ 166,792,388,965**	**466,563**	**51,873,454**	**15,124**	**1,839,606**	**1,258,698**
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Manassas	9.9	39,060	*	$ 7,319,391	*	$ 2,363,782,710	3,925	684,198	253	33,802	16,118
Manassas Park	2.5	14,540	-	1,439,132	-	300,628,906	4,250	66,753	54	12,212	962
Prince William County	336.4	414,531	*	$ 50,689,965	*	$ 10,264,494,175	133,718	9,182,556	2,988	344,854	390,395
Fairfax, Fairfax County, Falls Church	-	-	841,918	-	$ 74,750,721	-	-	-	-	-	-
Manassas, Manassas Park, Prince William	-	-	187,505	-	$ 19,899,449	-	-	-	-	-	-
Richmond region	**2,119.5**	**1,013,483**	**641,171**	**$ 147,271,337**	**$ 42,934,106**	**$ 56,900,610,205**	**147,542**	**30,362,513**	**14,516**	**966,549**	**1,344,413**
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Goochland County	281.4	21,753	19,558	$ 2,131,071	$ 1,340,690	$ 1,633,546,433	4,890	1,634,936	994	28,833	108,345
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Powhatan County	260.2	28,290	10,199	$ 1,055,161	$ 1,163,825	$ 532,723,320	5,913	796,635	759	35,343	30,013
Richmond	59.8	206,238	169,011	$ 28,926,058	$ 8,582,284	$ 19,953,456,047	8,448	5,005,545	1,860	149,223	156,613
Golden Crescent Total	**9,303.3**	**5,474,948**	**3,409,683**	**$ 757,774,210**	**$ 267,347,074**	**$ 321,659,302,468**	**817,118**	**141,688,262**	**59,476**	**4,786,138**	**5,301,754**
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September 4, 2012

Congestion Costs of a 'Do Nothing' Approach in Virginia's Urban Crescent

Increasing demands on transportation infrastructure coupled with an evaporating revenue stream for new construction put the future of the Commonwealth's economy at risk. Virginia recently lost its top ranking in the *CNBC Best State for Business* survey due primarily to inadequate transportation infrastructure.

When analyzing the impact of congestion, it is clear that there are multiple costs that accrue to a geographic area due to a lack of transportation infrastructure. Measuring the impact of these congestion costs can be broken down into two subgroups:

- Systems and users (travel times costs and gasoline/diesel usage)
- Business and resident location (labor mobility, land values, and business investment)

Most studies which estimate the cost of congestion focus simply on the impacts on systems and users, paying specific attention to the value of time lost in traffic and excess motor fuel burned during delays.

Employing analysis conducted by the *Texas Transportation Institute* for the three metropolitan areas for which there is data, the analysis reveals that the total congestion cost over the 28-year period from 2013 to 2040 will cost commuters and businesses in the Urban Crescent approximately **$77 billion**, resulting from **5.6 billion hours of delay**.

2013-2040 Total Congestion Costs		
PDC	**Total Hours Delay**	**Net Present Value**
Crater	NA	NA
George Washington	NA	NA
Hampton Roads	1.3 billion	$17.1 billion
Northern Virginia	3.7 billion	$52.7 billion
Richmond Regional	0.6 billion	$7.2 billion
Total	**5.6 billion***	**$77 billion***

2010 Cost Per Person		
PDC	**Congestion Cost**	**Total Hours Delay**
Crater	NA	NA
George Washington	NA	NA
Hampton Roads	$446.8	23.6
Northern Virginia	$848.5	41.6
Richmond Regional	$270.9	14.3

NA – the data is not provided for these areas by the Texas Transportation Institute.

**This figure does not include the Crater and George Washington planning district commissions, which represent an estimated 507,000 residents and 240,000 jobs.*

This conservative analysis understates future costs in several important ways. Most importantly, this analysis does not account for the impact on land values or business location decisions. Also, this analysis assumes that congestion will increase at a constant rate per person, while evidence suggests that congestion costs increase exponentially for systems that have exceeded capacity. Forecasters also expect both the value of time and the cost of fuel will increase in real terms, while this analysis uses the 2010 prices for both time and fuel.

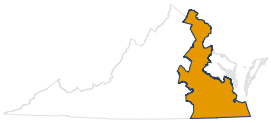
Methodology

Texas Transportation Institute produces data on the cost of congestion in the 101 largest MSAs in the United States. This analysis employs the cost estimates for Richmond, Hampton Roads, and the Virginia portion of the Washington, DC region. Using *Woods and Poole* population projections for Virginia cities and counties and the cost of congestion per person in these regions, the cost of congestion for each year from 2013 to 2040 can be estimated (in 2010 $s). Using a discount rate based on the current 30-year US Treasury yield of 2.52% allows for a final estimate of the Net Present Value of costs resulting from a 'Do Nothing' approach for each region and the Urban Crescent as a geographic unit.

Updated October 31, 2012

Virginia's Urban Crescent

Recognizing the crisis Virginia faces as it relates to transportation, 46 localities have organized to work together to effectively influence the General Assembly to address the Commonwealth's well-documented transportation needs.



Revenue Generation Capabilities

The following table is a summary of the revenue generated from a variety of taxes and fees, some of which were included in HB 3202 (2007).

($ millions)							
Revenue Source	**Crater**	**George Washington**	**Hampton Roads**	**Northern Virginia**	**Richmond Regional**	**Urban Crescent**	**Statewide**
Local income tax of 1%[1]	$19.8	$63.8	$251.2	$735.1	$202.7	$1,272.6	$1,639.5
Local sales tax of 1% (levied according to existing local option)[2]	$18.7	$38.8	$194.8	$358.2	$147.3	$757.8	$1,027.9
Tax increase of 10¢-per-gallon on motor vehicle fuels[3]	$10.9	$20.8	$104.3	$142.3	$63.2	$341.5	$505.0
Property tax of 1¢ per $100 of assessed value[4]	$1.3	$3.5	$17.3	$37.7	$10.9	$70.7	$97.1
*5% tax on automobile repairs[5]	$2.7	$5.2	$25.9	$35.3	$15.7	$84.8	$125.4
*Grantors tax of 40¢ per $100 of assessed value[6]	$0.8	$4.1	$15.2	$46.2	$10.4	$76.7	$95.1
*Motor vehicle rental tax of 2%[7]	$0.2	$0.4	$3.7	$8.6	$2.5	$15.4	$16.7
*One-time vehicle registration fee of 1%[8]	$3.3	$8.4	$35.1	$60.6	$21.4	$128.8	$182.6
*Annual registration/inspection fee of $10 per vehicle[9]	$1.7	$3.3	$14.7	$18.4	$9.7	$47.9	$76.4
*2% retail tax on motor fuel sales[10]	$6.0	$11.4	$57.3	$78.1	$34.7	$187.5	$227.1

***Denotes revenue streams included in HB 3202.**

[1]Income tax revenue based on data from taxable year 2009. Source: Department of Taxation.

[2]Sales tax revenue based on 1% local option data for 2011. Source: Department of Taxation.

[3]Fuel revenue based on per capita statewide motor fuels tax revenues. Source: VDOT FY 2012 Budget and the Weldon Cooper Center.

[4]Property values based on the fair market value of real estate for tax year 2010. Source: Department of Taxation.

[5]Automobile repair expenditure estimates based on the Consumer Expenditure Survey Data for Households. Sources: Bureau of Labor Statistics, US Census Bureau, and the Weldon Cooper Center.

[6]Grantor's Tax based on deeds of conveyance for FY 2012. Source: Virginia Department of Accounts.

[7]Vehicle rentals based on rental tax receipts from July 2011 through June 2012. Source: Department of Motor Vehicles.

[8]Vehicle registration revenues on motor vehicles sales/use tax collections from July 2011 through June 2012. Source: Department of Motor Vehicles.

[9]Registration/inspections revenue based on vehicle registrations as of June 2011. Source: Department of Motor Vehicles.

[10]Motor fuels revenue based on Virginia's average fuel consumption and average price for calendar year 2012. Sources: US Energy Information Administration, the Weldon Cooper Center, and AAA Fuel Gauge Report.